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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SUBJECT Survey of Roads

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Enclosures:

- (A) Roads in the Budapest-Szeged-Baja triangle (10 pages)
- (B) Roads in the Budapest-Biharkeresztes-Szeged triangle (8 pages)

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Information on Hungarian Roads

A complete survey of the roads in the Budapest-Szeged-Baja triangle.

No. 5 Budapest-Sári-Órkény-Lajosmizse-Kecskemét-Kiskunfélegyháza-Kistelek-Felsőközpont-Szeged.

The road was widened once in 1950/51 and again in 1952; now rebuilt in part, and repaired throughout. Standard reinforced concrete surface. Serves heaviest traffic: heavy double-trucks, light and heavy tanks.

The section Sári-Lajosmizse was completed before December 10th, as scheduled in previous report.

The section where No. 502 meets No. 5 has been rebuilt, and as far as Tatárzentégyháza the road has been widened and rebuilt to carry the heaviest traffic.

The section Kecskemét-Kiskunfélegyháza has been repaired.

((Because of lack of good material and personnel, the new work already shows signs of disrepair.

Budapest-Soroksár section carries such heavy traffic it has to be checked every week and is constantly being repaired.

Soroksár-Sári section was not rebuilt properly and will not stand up under heavy military traffic. For the time being it is serviceable, but bumpy in part.

From Sári to Órkény the road is excellent, as Órkény is very important, lying only 5.2 km. from Táboralva which is one of the most important military training centers. Between Órkény and Táboralva many military barracks have been built, but these can be seen only from the side roads.

Órkény-Kecskemét section is good only near Kecskemét. Constant repairs are required, because a Russian military camp is situated NW of Kecskemét and the road is in continual use by heavy military vehicles.

The Kecskemét-Kiskunfélegyháza section, officially reported as completely repaired, has broken up at some points. Prisoner brigades are now at work on the section where the Kunszállás road joins No. 5. A military camp is situated near Kunszállás.

The Kiskunfélegyháza-Szeged section was not rebuilt after the War, as it was sufficiently wide. It has been repaired frequently. The surface is pre-war reinforced concrete; repairs have been done in inferior post-war reinforced concrete, and they are very bumpy. This section carries the heaviest kinds of traffic. - It is supposed to be constantly checked by an expert engineering brigade of the Hungarian Ministry of Communications. The Russians, however, claimed the Hungarians had sabotaged supervision of the road, and took over control. From the 1st of January 1953 the road has been supervised by the Soviet Military Road Commission, which refers repairs to be made to the Hungarian Ministry of Communications.))

No. 51 Budapest-Kiskunlacháza-Dömstöd-Tassa-Dunavecse-Dunaegyháza-Solt-Harta-Dunapataj-Kalocsa-Bátya-Fajsz-Dusnok-Sükösd-Ersekcsanak-Baja-Bátmonostor-Nagybaracska-Herczegszántó/.

The road was completely rebuilt after the War. Standard width is 8 meters, with some parts as wide as 10 meters. Almost the whole of the road has been resurfaced with a thick (8 to 16 cm.) layer of reinforced concrete; this work will be completed by the end of May. (Reinforced concrete surface cannot be laid in winter, because of frosts.)

Dudapest-Soroksár, the first section, is very heavily travelled, but in excellent condition.

The Soroksár-Pereg section, complete with reinforced concrete surface, was in perfect working order, according to an official report of December 5th.

The Pereg-Dömsöd section (9 km.) will be ready by the end of March. Completely rebuilt, only the reinforced concrete surfacing is lacking.

The Dömsöd-Tass-Szalkaszentmárton section is complete. (A second road, about 5.5 m. wide, leads to the shore of the Danube, and is not part of the concrete road; this belongs exclusively to the Soviet military camp situated on the Danube.)

The Szalkaszentmárton-Dunavecse-Solt section is reported near completion. Reinforced concrete surface will be ready by the end of March, or as soon as weather permits pouring the concrete.

The Solt-Harta-Dunapataj-Kalocsa section, 33 km long, is about half complete. Road bed is ready. [redacted] work should be completed by the end of March.

The Kalocsa-Dusnok-Ersekcsanak-Baja section, about 45 km long, lacks about 12 km of reinforced concrete, according to a report of December 20th. Work to be completed by end of March, as scheduled.

The Baja-Bátmonostor-Nagybaracska-Hercegszántó section is macadam rather than reinforced concrete. Although it has been widened to 8 m., it is a secondary road. Up to December 15th there was no mention of its being rebuilt.

((Comments on the above [redacted])

1. Dudapest-Pereg. Road rebuilt within scheduled time. Use of inferior materials makes it

likely that under heavy traffic the surface will break down. From Kiskunlachaza a small road leads to the Danube. Here Soviet and Hungarian river guards are stationed. The small road, formerly a third-rate road, was repaired by the soldiers themselves and is used entirely by them. Military guards are posted along it every 100 m. to the Danube.

- 22 Pereg-Dömsöd. Road bed is complete, but heavy traffic interferes with completion of the work. Between the road and the Danube there are a number of Partisan training camps.

3. Dömsöd-Tass-Szalkaszentmárton. Complete, but about 5 km from Tass the surface has already broken down. A small road, about 2-3 km long, leads from Tass to the Danube. It is controlled by the Russians. Military and Partisan camps are located along the river.

4. Szalkaszentmárton-Dunavecse-Solt. Work is in progress. Orders have been received to finish first the 5 km to the N and the 5 km to the S of Solt. Special underground section will be built to avoid intersecting traffic at the military highway No. 52.

5. Solt-Harta. Road bed has been prepared, but construction of new military camps and barracks on either side of the road has slowed down work on the road itself. Road does not go through Harta; it leads 500 m W of Harta in the direction of Dunapataj.

6. Harta-Dunapataj-Kalocsa. Concrete surface laid about 10 km N of Kalocsa. Surface laid and bed are poorly done and in some places already in need of repair. Will not stand up under heavy traffic, such as tanks.

7. Kalocsa-Dusnok-Ersekcsanak-Baja. Road bed complete. Russians have requested that road section be finished earlier than March. Date promised was

end of March, but most likely this will not be met.

8. Daja-Bátmonostor-Hercegszántó. Built by prisoners in 1951, this road was widened by March 1952. Macadam surface. Russians requested Hungarians to resurface with reinforced concrete. Soviet and Hungarian military camps are located on both sides of Bátmonostor. Labor on this section of the road is performed by prison gangs under Russian guards. Near Davod, Russian soldiers guard both sides of the road. At Hercegszántó both Hungarian AVO and Soviet military guards are stationed in large numbers.))

No. 52

Kecskemét-Hármas-Solt-Dunaföldvár (left bank of the Danube).

The annual report to the Ministry of Communications stated that this road is in excellent condition, only 2 km requiring repairs. Repairs were said to have been completed before December 12th, by the local road surveying office of Kecskemét. Entire road is of solid reinforced concrete, and has been widened to 8 m.

((The road is a very important element in the Hungarian highway system. It is 58 km long and very solidly built. As the RR has been constructed only as far as Fülöpszállás and the new Dunaföldvár bridge is open, the strategic importance of the road will readily be seen. Responsibility for keeping the road in repair belongs to the Kecskemét Road Engineering office, but special Soviet road engineering units also take a hand in its regular inspection.

N of Kecskemét, between the RR and No. 52 highway, new military buildings are being constructed. 12 km E of Kecskemét new barracks are going up. Large Soviet excavators have arrived at Fülöpszállás, but are not for use on the roads. From Solt four small roads lead to the bank of

No. 53

Tételejai elágazás-Dunatetőtlen-Akaszto-Kiskörös-Soltvadkert-Kiskunhalas-/Tompá.

Work began in 1950 under local road survey office, no special work brigades being assigned here. Since the end of 1950, work has proceeded on a larger scale and, according to the official December report, the widening of the road has been completed. Macadam surface of the old road was in bad shape; the report states that not a single entire kilometer could be found without holes and breaks. Next year's plan calls for a good macadam resurfacing in the shortest possible time, as this is one of the more important roads.

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((Bed for added strips (1.5 m each side of the old 5-meter wide road) poorly laid, and sides are breaking down. road will be in part concrete and in part macadam.

prisoner brigades are now at work on this mixed-material surfacing. Reason is that Soviet military road engineers have taken over the supervision of the road; there are many military camps around Kiskörös.

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Nevertheless, the Ministry of Communications has asked for an estimate on how long it would take to give this road a complete first-class surface. The following have been observed along the road: About 3 km from Dunatetőtlen, towards the Danube, a military post and training area, entirely surrounded by barbed wire.

About 2 km toward Akaszto, a shabby prisoners camp of about 10 barracks, surrounded by barbed wire and guarded by AVO elements.

Both sides of Kiskörös are guarded by partisans or soldiers.

About 4 km N of Kiskörös, a new road has been built which is not under the supervision of the Ministry of Communications. Road is restricted and leads to Soviet military camps.

About 9 km from Soltvadkert there are more military camps, covering an area of about 25 square km and having guard towers.

About 2.5 km before Kiskunhalas a new road leads W to a Soviet Tank Camp. Closed to the public.

About 1 km E of Kiskunhalas, after crossing the RR line, there is a combined partisan and military camp. The road leading to it is guarded and passersby are required to identify themselves.

From Kiszállási-bekötő to Tompa the road has been completely rebuilt under the direction of the Soviet Military Road Engineering body. It is public, but frequently controlled by guards who ask for identification. The Hungarian road survey offices do not supervise this section.))

No. 54 Szeged-Alsoközpont-Kiszállás-Mélykut-Tataháza-Felsőszentiván-Csárvoly-Baja.

rebuilding of this road will not be completed before the middle of 1953. The road has been enlarged, and at present work is going forward on its reinforced concrete surfacing. Surface already completed is, however, already showing signs of deterioration, due to inferior cement and concrete used. Soil conditions here would require use of Lábatlan Cement for satisfactory results. Road is practicable throughout, despite hasty work. One difficulty in getting good results is that completely untrained prison gangs are employed, with no expert workers included among them to set the pace.

1. Szeged-Alsoközpont section. Concrete has been laid.
2. Alsoközpont-Ottömösi section. Widening finished and road bed almost complete.
3. Ottömösi elágazás-Kiszállás. Has been widened, and 7 km have been prepared to receive the concrete surfacing. However, cold weather has halted work on surfacing.
4. Kiszállás-Tataháza section. Ready for concrete surfacing, but work cannot be completed before April 4th.
5. Tataháza-Csárvoly section. Widening done and also the road bed, but cold weather has prevented completion.
6. Csárvoly-Baja section. Has been widened and the concrete surface was completed before onset of cold weather.

((Road is of first importance, particularly as the Baja RR and highway bridge had already been rebuilt a year

and a half ago.

in some places the parts added to widen the road have broken up. Because road was reported completed, no special brigades have been allotted for this work. Repairs are made by the local road survey office, but these are not very expert. The real state of the road is as follows:

1. Szeged-Alsoközpont. Concrete surface broken in several places. General repairs must be initiated, but local office, will not dare to call for repairs before May.

2. Alsoközpont-Ottömösi elág. Widening completed. Of the entire section only 15 km can be described as having a good bed; the rest shows signs of breaking down. Added parts for widening in some cases were concrete surfaced before the main part; thus, the surface is uneven. Lack of experts to guide the prisoner work gangs is responsible for some of the defects.

3. Ottömösi-elág.-Kiszállás. However, the cement needed arrived at the onset of the frosts and was returned to the warehouses for storage. There it disappeared. When this becomes known, the higher-ups may suspect sabotage and demand an investigation.

4. Kiszállás-Tataháza. Excellently done.
5. Tataháza-Csárvoly. Completed but damage to be anticipated when the Spring thaws come.

6. Csárvoly-Baja. As reported. Small roads lead off this section to the right, where there are a number of military camps between Mélykut and Baja. E of Ottömösi several camps have been built on and among the hills. There, work on a radar station was started in August.))

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No. 55 Baja-Bácsbokod-Bácsalmás-Csikéria.

This road has been widened and surfaced with good macadam [redacted]

1. Baja-Bácsbokod section, completed and open to the public on September 1st.
2. Bácsbokod-Bácsalmás section is scheduled for completion by the end of May. Bed and widening of a 10-km stretch have been done, but only half the width of the road.
3. Bácsalmás-Csikéria section has been taken over by the Soviet Military Engineers.

((1st section is in excellent condition.

In the Baja-Bácsbokod-Csikéria triangle there are a number of military installations. Numerous AVO guards along the road suggest that Hungarian prisoners are at work here.

2nd section has been widened, as reported, but heavy tank traffic has seriously damaged the surface in several places.

3rd section. Good condition. Military barracks on both sides of the roads.))

No. 501 Dunaharaszti-Ocsa macadam road.

((Good condition. Has been widened to 8 m. On the outskirts of Dunaharaszti there are Partisan training areas.))

No. 502 Táss-Kunszentmiklós-Kunberész-Tatárszentgyörgy-Orkény.

Excellent macadam throughout. Widening will be completed by mid-June. Thus the report states.

((Road is actually broken up in several places. Only the sections along the Danube bank to Táss and again from Tatárszentgyörgy to Orkény are in good

condition. The rest is full of breaks and sizeable holes.

About 3 km from Kunberész, in the direction of Tatárszentgyörgy, there is a military camp about 1.5 km from the road. The training areas of the Orkénytábor can easily be seen from the road about 7 km from Tatárszentgyörgy, on the road to Orkény. (The name of Orkénytábor has been changed to Táborfalva, and the name of Peszeradacs has been changed to Kunberész.))

No. 503 Kiskunlacháza-Kunszentmiklós-Szabadszállás-Hármas-Izsák.

[redacted] the road will have to be widened. The widening done after the War is no longer adequate.

1. Kiskunlacháza-Kunszentmiklós section, 22 km long, of which only about 8 are in good shape. The Ministry has requested the Man Power Pool to provide workers for the beginning of March. Section is in daily use, but traffic must proceed cautiously, especially when snow conceals the deep ruts and holes.

2. Kunszentmiklós-Szabadszállás section is in good condition and has been approved by both Russian and Hungarian road commissions.

3. Szabadszállás-Izsák section. Excellent. The new underpass near Hármas will be started in March; it will serve to eliminate a crossing with the main Kecskemét-Dunaöbldvár highway. (This is the main highway mentioned in connection with No. 52.)

(([redacted] It should be stated, however, that about 1 1/2 km from Kiskunlacháza the road leading to Dömsöd has been widened and surfaced with excellent macadam. This small road of about 8 km in length is often closed to civilian traffic. Near the RR on the way to Dömsöd a large military camp is being built by prisoner labor under strong AVO and military guard.))

No. 504 Kunszentmiklos-Kupagépállomás-Kerekegyháza-Kecskemét.

(This road has been rated as very important by the Soviet Military Road Engineers.)

[] this road needs repairs. It has been widened and was planned as a good macadam road, but bed was not constructed properly and some parts have remained dirt roads. The section between Kerekegyháza and Kecskemét has been reconstructed and is a secondary macadam road 4 meters in width.

((The Soviet Military Road Engineers have requested the Ministry of Communications to rebuild this road. They will accept even a secondary macadam surface if the road is wide enough for two vehicles to pass.))

No. 505 Soroksár-Ocsa-Bugyi.

Very poor condition. Work will begin in March. Plans are to widen road to 6 meters; road will have a macadam surface.

(([] agrees with the facts.))

No. 506 Ocsa-Sári-(airfield)-Dabas-Gyon-Tatárszentgyörgy.

Has in part been widened to 6 meters. It is a third-rate macadam and in part dirt road. Plans to rebuild it have not yet returned from the Plans Office.

((Because of the importance to the Russians of Sári airfield, the plans were to be changed to widen the road to 8 meters. It will have a first class macadam surface. Work was to start immediately after completion of the plans, and road was to remain open to important traffic even during the work. The new road from Ocsa to Sári airfield is very good; it is entirely under the control of the Soviet Military Road Engineers.))

No. 506/a Tatárszentgyörgy-Ladánybene-Kerekegyháza-

The road has a very poor macadam surface. During the course of 1953 it will be widened to 8 meters.

No. 507 Taksony-Bugyi-Kunpeszér.

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Widening to 7 meters has been completed. Work has stopped, however, as the Man Power Office has withdrawn the labor brigades for other jobs. Local road survey office has applied for more workers (applied on September 15th), but has not as yet received a reply.

((This road is listed as important by the Soviet Military Road Engineers. Between Bugyi and Kunpeszér there are Soviet military camps.))

No. 508 Kiskunlacháza-Bugyi.

[] this a secondary macadam road, as such is in good condition.

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No. 509 Szalkaszentmárton-Szabadszállás.

Converted from dirt road to a secondary macadam road. 4 to 7 meters wide. Inspected on Sept. 15th by local office, and on Oct. 15th by Road Division of the Ministry.

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((About 3 km along the road between Szalkaszentmárton and Szabadszállás, on the left-hand side, new military buildings have been put up, which lie in part among the small hills. Presence of AVO guards suggests that prisoners are still at work there. About 11.5 km along the road to Szabadszállás, on the right-hand side, new constructions are going up. Information as to their type and purpose not available))

No. 510 Szabadszállás-Kerekegyháza.

Newly rebuilt road, completed by November 1st. For 8.5 km after Szabadszállás it is secondary macadam and about 7 m. wide. For the following 10 km. it is secondary macadam, but

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only 4-5 m. wide. The remainder, to Kerekegyháza, is again secondary macadam 6-7 m. wide.

No. 511 Dömsöd-Dunapentelei komp-Szalkaszentmárton.

((Plans for rebuilding of this road were made early in January 1952. Work was begun by Hungarian engineers and local workers. In May prisoners were substituted for the local workmen. In mid-June the Soviet Military Engineers took over from the Hungarian Engineers. Road is not open to the public.))

No. 520 Kecskeméti kaszárnyák-Köncsögi gépáll.-
Ágasegyházi gépállomás-Basa gépállomás-Uzsák.

widening has been carried out, but that general repairs are needed. Local survey office has done some repairs, but new macadam surfacing is required.

((Road has become important because military camps have been established along both sides. Soviet Military Commission has urged rebuilding of this road, but lack of experts has held up the project. The last request of the Soviet Military Mission reached the Ministry on Dec. 28th.))

No. 521 Izsák-Országgyűlés-Jakabszállás-Kiskunfélegyháza.

this is a secondary macadam road and that it has been repaired.

No. 521/a ((From Kunszállás RR station a new road has been built by the Soviet Military Road Engineers. It is approximately 7 km. long and leads W to the small hills, where Soviet military have underground store rooms.))

No. 522/a Kiskunfélegyháza-Jászszenktlászlo-Kiskunmajsa-Kiskunhalas-Kecel-Kiskörösi bekötő.

road has been entirely rebuilt. Concrete surface is complete as far as Kiskunhalas. Completion of second half of road is scheduled for June 1st. Second half of the road, Kiskunhalas-Kecel, has been in part widened, and the new bed for the reinforced concrete surface is in construction.

((work on second half has proceeded so slowly it is doubtful whether scheduled time can be met. Important reason for the slowness is that road remains in constant use by heavy Soviet and Hungarian military traffic. Completed part already shows signs of deterioration. The stretch from Kecel to the Kiskörösi bekötő ut No531, about 5 km., has been completed.))

No. 522 Kecel-Csala-Császáröltés-Nemesnádudvar-Sükösd.

Report states entire road has been repaired and is first class macadam.

((From Sükösd to Császáröltés it is actually a second class macadam road. About 8.5 km along the road from Császáröltés to Kecel, on the right, there is a military road about 2.5 km long. This spur is closed to the public, and leads to military depots. The road from Császáröltés to Kecel is effect third-rate macadam.))

No. 523 Kiskörös-III. gépállomás.

((Begun by the Hungarian Road Engineers, this road was taken over by the Russians. It is about 19.5 km long, and used to be a secondary dirt road. Military camps are situated on the left of the road in the direction of Kiskörös.))

No. 524 Izsák-Páhi-Bácsai gépállomás-Kaskantyú gépállomás-Kiskörös.

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(([] road is being made into a standard-width macadam road, and that it will be ready by June 1st. [] schedule probably will not be met.))

No. 525 Soltvadkert-Tázkár-Kiskunmajsa-Kistelek.

[] this is a secondary macadam road which has been partly repaired. The first section, Soltvadkert-Tázkár, plus about 5 km in the direction of Kiskunmajsa is still very inferior secondary road. From that point to Kiskunmajsa it is a widened, good macadam road. From Kiskunmajsa to Kistelek it is first class macadam.

(([] Widening and repairs have been done by the Soviet Military Road Engineers, as military camps have been built on both sides of road between Kiskunmajsa and Tazlar.))

No. 525/a Kiskunmajsa-Szank-Bácsa.

((Entirely taken over by the Russians, who have built a new section of about 7.6 km linking Bácsa to Szank. Public traffic is permitted up to Szank. Beyond this point, identification is required.))

No. 526 Szeged-Kiskundorozsma-Árpádközpont-Kiskunhalas.

[] work is in progress and road will be first class macadam, enlarged to standard 8 meters, and completed Oct. 1st.

(([] there are doubts about finishing on time.))

No. 527 Soltvadkert-Bácsa-Szappanos gépállomás-Kovács gépállomás-Ioth tanyai gépállomás-Jakabszállás bekötött út/521/.

[] this to be a third-rate macadam road with dirt sections in places. Widening will begin as soon as work brigades are provided.

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No. 528 Kecskemét-Felsőmatko gépállomás-Alsomatko-Jakabszállás. 50X1-HUM

[] this road is under constant repair. In 1950 it was widened and converted into a first class macadam surface. The year following it received a concrete surfacing. With heavy military traffic to and from the Soviet camps around Jakabszállás, the road has broken down badly. 50X1-HUM 50X1-HUM

((Soviet Military Mission have requested this road be kept in repair. At the Kecskemét Utfenntartó váll. a Soviet Road Engineer will be delegated to supervise the road from Jan. 1st on.))

No. 529 /Szeged/-Kiskundorozsma Zombo-Porráskút- Csolyospálos-Kiskunmajsa. 50X1-HUM

[] prisoner brigades are widening the middle section. Widening halted during winter because of weather. Will be a good secondary macadam road by the end of 1953. 50X1-HUM

(([] estimates of completion time closer to 2 years, unless more workers are provided. Soviet Commission has no special interest in this road.)) 50X1-HUM

No. 530 Dunabataj-Ordas-Géderlak-Dunaszentbenedek-Foktő-Kalocsa. 50X1-HUM

Repairs to this road were urged by the Soviet Military Commission, as at Foktő there is a ferry over the Danube. [] this is a part dirt and part third-rate macadam road. Local repairs have been made, but repairs planned to begin early this year. 50X1-HUM 50X1-HUM

(([] All along the Danube side Soviet and Hungarian Partisan training camps have been constructed, mostly for "pioneers" (utász). 50X1-HUM 50X1-HUM

No. 531 Kalocsa-Kiskőrös.

[redacted] road has been rebuilt in first class macadam.

(([redacted] surface has broken down in some places. Local offices have requested authority for repairs.))

No. 532 Kiskunmajsa-Pusztamérges II.ker.-Pusztamérges-Öttömösi bekötő.

[redacted] this road requires general repairs. In 1951 road was widened to 5-7 m., but bed was unevenly laid; as this is in part a dirt road, holes have to be filled in constantly. Road is dangerous and traffic must move slowly.

(([redacted] W of Pusztamérges, where the RR line ends, a new road has been built by the Soviet Military Road Engineers. It is closed to the public. According to rumor, a large tank repair shop has been built here for Soviet military use.))

No. 533 Öttömös-Siposmalom-Göböljárás/No.53/.

[redacted] road is being repaired and widened to 7 m. When complete (scheduled for end of August) it will have a macadam surface.

No. 534 Kiskunhalas-Jánoshalma-Borotai elág-Rémi elág.

[redacted] road has been widened, work on first-class macadam surface proceeds, and scheduled date of completion is June 1st.

((Widening has been done poorly and bed is not complete. As road has to be kept open, at least on one side, for military traffic, scheduled completion time will not be met.))

No. 535 Kállocsa-Miske-Hajos-Jánoshalma-Málykut.

[redacted] road will be ready by end of 1953. It is to be widened to 7-8 m. and will have a first-class macadam surface. The first 20 km, beginning at Kállocsa, are nearing completion, as is the Jánoshalma-Málykut section.

((Unexpert prison labor has constructed a poor bed, and in some places signs of deterioration are already evident.))

No. 536 Szeged-Öttömös-Kelebia-Csikéria.

The old dirt road leading to Öttömös has been extended 4 km. From Kelebia onward it is under Soviet Road Engineers' control. Road is part dirt and part third-rate macadam. Locally mended.

(([redacted] S to Öttömös, road was needed to reach Soviet military depots in the low hills.))

No. 537 Nemesnádudvar-Rém-Felsőszentiván.

[redacted] the Plans Office has recommended complete rebuilding of this road. From a dirt road it is to be converted into a first-class macadam road. The 6-km long section from Felsőszentiván to Jánoshalmi elágazás has been well-resurfaced in macadam. The Nemesnádudvar-Rém section is being worked on. The left side has already been widened. Probable completion time is end of June.

((The Ministry has recalled its road experts for other work and this road has been taken over by the local road survey office, which is adequate for repairs but not for major road building.))

No. 538 Hajos-Borota.

[redacted] Plans Office had requested a new road between Hajos and Borota. Although a secondary macadam road was called for, a dirt road has been constructed.

((Unconfirmed.))

No. 539 Jánoshalma bekötő-Tataháza-Bácssalmás.

[redacted] first section has been rebuilt and is now

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6-m. wide macadam road. Second section as far as Bácsalmás has been repaired; it is scheduled for widening during the course of 1953.

(([] East of Bacsalmás there are several military camps.))

No. 541 . Mélykut-Bácsalmás-/Frontier/.

[] road is in excellent condition. From Bácsalmás to the frontier the road is under control of the Soviet Military Road Engineers.

No. 542 . Bačsbokod-Bácsborsod-Katymár.

Entire road taken over by the Soviet Military Road Engineers.

No. 543 . Bácsalmás-Madaras-Katymár.

Third-rate macadam in very bad condition. Since November 15th it has been under the control of the Soviet Military Road Engineers.

No. 544 . Bácsborsod-Garacsátalja.

Third-rate macadam in very bad condition. Locally mended. Despite complaints received by road Division of the Ministry, the Plans Office has no project for the rebuilding of this road in view.

No. 545 . Baja-Gara-Bácsszentgyörgy.

Repaired macadam road, in part widened. As far as Gara it has been repaired by the local road survey office. From Gara to Bácsszentgyörgy it is under the control of the Soviet Military Road Engineers.

This is a complete report on the roads 3 of Budapest between the Danube and the Szeged highway.

50X1-HUM

Information on Hungarian Roads
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This second report on roads concerns the triangle:
 Budapest-Biharkeresztes-Szeged-Budapest.

No. 4 Budapest-Vecsés-Albertirsa-Ceglédbercel-Cegléd-
 Abony-Szolnok-Szajol-Szapárfa-Kenderes-
 Karcag-Füspökladány-Báránd-Földes-Berettyóújfalú-
 Mezőpeterd-Biharkeresztes/Frontier with Romania/.

Constantly supervised because it is one of the main roads to Budapest. In excellent condition generally, but between Karcag and Füspökladány the left side is under repair. It was completed by the local road survey office. Reinforced concrete surface and stone bed (deep). Description in Hungarian is as follows: beton felzettel és mély köépitmánnyel legnehezebb terhelés számára.

((Excellent condition. A main strategic road. Military vehicles do not have to enter Cegléd, Füspökladány or Szolnok, as cutouts have been built around these places. The very important Tisza bridge at Szolnok leads to the great Soviet and Hungarian military complex of Szajol. Near Kisújszállás there are newly built barracks about 2 km from the road. These have been camouflaged as a village.))

No. 41 Cegléd-Nagykőrös-Kecskemét.

Excellent first-class reinforced concrete with deep stone bed. Continually supervised by Hungarian and Soviet road engineers.

No. 42 Kiskunfélegyháza-Csongrád-Szentes-Derekegyháza-Nagymágocs-Orosháza.

In process of rebuilding since 1949. Has been widened to 6-8 meters. Partly of excellent macadam and partly of reinforced concrete. The first section, Kiskunfélegyháza-Szentes, is of reinforced concrete. To Nagymágocs it is of first-class macadam.

((The Russians have requested that permanent guards be stationed at Csongrád in the vicinity of the important Tisza bridge. Around Szentes and Orosháza a circuit road cutting out the towns is being built and will be ready by the end of June. The Szentes-Nagymágocs section is entirely new, but in some places the bed has sunk (lesüllyedt). Otherwise the report is correct. Newly built barracks near Kiskunfélegyháza and a number between Derekegyháza and Nagymágocs have been observed. This is a very busy road.))

No. 43 Szeged-Algyő-Hodmezővásárhely-Orosháza-Csanádapáca-Békéscsaba-Mezőberény-Köröstarcsa-Körösladány-Szeghalom-Darvas-Zsáka-Furta-Berettyószentmárton.

Entirely reconstructed, this road will be ready by mid-1950. It has a very deep stone bed. It is considered of prime importance by the Soviet Military Mission as the main Szeged-Debrecen-Záhony highway. The special Road Supervision Brigade has been on the spot continually.

((Road has been widened. It is the second in importance according to the Soviet North-South strategic plan. The Plans Office in October submitted to the Ministry of Communications plans for a new road between Orosháza and Békéscsaba which would shorten the route, eliminating the need to go East as far as Csanádapáca. However, as this would require crossing the RR line, plans have not yet been approved. The road between Békéscsaba and Mezőberény used to go through Békés; now it goes

50X1-HUM

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Large Soviet road-building machines were used on this road. Designed to lay a surface 130 meters long in 8 hours, these did not however prove satisfactory, as the surface they laid frequently did not dry properly (Felholyagosodott, majd feltört).

In some parts (Békéscsaba-Mezőberény, Hodmezővásárhely-Orosháza) the road is 9-10 meters wide. The rest is from 7 to 8 meters.

This is a very busy road and of first importance to the Soviet military organization, being the main highway from Záhony to Szeged. At Algyó is situated the newly reconstructed Tisza River bridge, which is designed to carry the heaviest load.

Around Szeghalom new barracks have been observed. Hodmezővásárhely, Orosháza and Békéscsaba have had circuit roads built around them to keep traffic out of the towns.

The Soviet Military Mission has appointed a Soviet Road Supervision Brigade to keep a constant check on the road and to report immediately any repairs that are required.))

No. 44

Pétekladány-Sárrétudvari-Biharnagybajom-Füzesgyarmat-Szeghalom.

Under reconstruction. When completed (scheduled for end of June) it will be of excellent macadam, but only 6 meters wide.

((Completion according to schedule doubtful, however, as road is of secondary importance.))

No. 45

Karcag-Bucca-Füzesgyarmat-Darvas.

Work of widening in progress. Unless there is an insufficiency of material or manpower, it will be ready by June 1st. Near Bucca work is in progress on a hard-surfaced macadam (Keményburkolatú makadám út).

((Although road is about 42 km long, only 8 km have been widened. Extremely dubious that scheduled completion time will be met.))

- 4 -

No. 46

Szeged-Deszk-Klárafalva-Kiszombor-Csanád-Nagylak.

Completely repaired, partly reinforced concrete, partly excellent macadam. Repairs done during second half of 1952 were carried out by the local road survey office. 50X1-HUM

((Road is used for heaviest Soviet military traffic. At Kiszombor there are newly built Soviet military barracks. As of Jan. 1st a Soviet engineer has been attached to the local road supervision office to keep a check on the roads of this section which lead to the frontier. About 4.5 km South of Klárafalva, beyond the RR, there are several military camps, closed to civilians.))

No. 47

Szapárfa-bekötő-Turkeve-Gyoma-Csárdaszállás-Mezőberény-Békes-Gyula.

Formerly a partly third-class dirt road and a partly secondary macadam road. Since 1949 it has been widened to 6-7 meters. It is to be given a hard surface and is to be completed by the end of 1953. The section between Gyoma and Mezőberény has received a stone bed (kőalapépítmény) and is ready for macadam surfacing. 5 km. this side of Békes it is of second-rate concrete. From Békes on it is secondary macadam surface. 50X1-HUM

((This 75-km long road can be used for speeds up to 60 km p.h. for only about 20 km, the rest only at a speed of 20-30 km p.h. It is full of holes. correct for the stretch between Mezőberény and Békes. Permanent military camps and complexes were observed near Gyoma.)) 50X1-HUM

No. 401

Vecsés-Alonómedi.

this road has been in excellent condition since 1949, when it was rebuilt. It is of excellent macadam. Local road survey office takes care of the necessary small repairs. 50X1-HUM

(([] This road is part of one of the most important Soviet strategic road systems. Around Vecsás there are Soviet military installations. Eyewitnesses report that recently 5 Radar Ear towers have been constructed in this area.))

No. 402 Albertirsa-Örkény.

Rebuilt after the War with a very deep stone bed and an excellent macadam surface. Very busy road.

No. 403. Kispest-Gyál-Ocsai bekötő.

A very secondary macadam road, constantly being repaired by the local road survey office.

No. 404 TIR3-Ocsa.

Very secondary macadam road.

No. 405 Monor-Ujlengyel-Hernád-Örkény bekötő ut.

Widened by adding 1 meter to each side, making width of 6 m. Uneven level of original center and added sides has led to breaking down of the surface.

(([] Plans are being prepared for the complete rebuilding of this road.))

No. 406 Pilis-Nyáregyháza-Ujlengyel (formerly Ujhartyán)-Dabas.

Secondary macadam road. Local road survey office has several times requested a complete rebuilding.

((The Soviet Road Engineers at the beginning of Dec. asked for a complete repair or rebuilding so that

heaviest tanks can be carried.))

No. 407 Monor-Vasad-Nyáregyháza-Dánszentmiklós-Albertirsa bekötő. 50X1-HUM

Secondary macadam. Badly needs repairs or rebuilding. In part it is only 4 m. wide. Widening of this road was decided on in 1949, but nothing has been done to date.

No. 408 Ocsa-Inárcskakucs-Örkényi bekötő.

Third-rate macadam road, which has been repaired;

((Not a military road. It is used by the public when main road No. 5 is closed by the military.))

No. 409 Albertirsa-Nagykörös.

Road was widened by the Russians in 1948. Many Soviet military camps are situated in the triangle: Albertirsa-Örkény-Lajosmizse.

No. 410 Cegléd-Lajosmizse.

Secondary dirt road. Work of rebuilding was begun in August, but held up because of material and manpower shortage. Local road survey office has requested continuation of the work 7 times.

((Four engineers have been replaced successively on this road, as shortage of material has been laid to sabotage. The road is in very bad condition.)) 50X1-HUM

No. 411 Szolnok-Rákócifalva-Tiszaföldvár-Cibakháza-Tiszaúlnoka-Tiszaúrt.

Reconstructed in 1949, this road was widened in 1951. One of the most important routes; permanent road supervisors are stationed here. Repairs are effected within 24 hours, and no complaints have been received from the Soviet Road Engineers since the end of 1951.

((Most important from Soviet strategic point of view. Traffic from the Soviet military complex at Szajol or the several military camps at Szolnok follow this road to the transDanubian region. Road leads to the Lakitelek Tisza bridge, Kecskemét, and on to the new Dunaföldvári Danube bridge. Near Rákócifalva new military camps are being built.))

No. 412 Kisujszállás-Turkeve-Mezőtur-Szarvasbek.

Entirely rebuilt and widened in 1949/50; opened for full use mid-1951. Excellent condition. Repairs must be reported within 24 hours both to the Ministry and to the local road survey office. No complaints about this road were received during the whole of 1952.

((Partly concrete; the rest of excellent macadam. Of the entire 52-km length of the road, only 12 km are concrete. Strategically important to the Russians, as it serves to relieve road No. 4 and leads to Transdanubia via the Lakitelek Tisza bridge and the Dunaföldvár Danube bridge.))

No. 412/a Turkeve bekötő-Déaványa.

Completely reconstructed road; made of excellent macadam.

((In 1951 a military camp and, close by, a prison camp were built at Déaványa.))

No. 415 Kisujszállás-Déaványa-Körösladány-Vásztó-Okány-Nagygyanté-Mezőgyán-Geszt.

Secondary macadam, kept in constant repair. The section between Körösladány and Vásztó, a dirt road, is being rebuilt.

No. 414 Körösladány-Gyoma-Endrőd-Szarvas.

(A section of the great strategic Záhony - Dunaföldvár highway.)

Entirely rebuilt. First-class hard surface macadam (keménybőrlátu makadamut). Like all Str/Ia roads, all needed repairs must be reported within 24 hours.

50X1-HUM

((Road forms part of the transverse roads system to the West. Recently a Soviet Road Engineering supervisor has been appointed to superintend this road.))

No. 415 Kecskemét-Lakitelek-Tiszaug-Kunszentmárton-Öcsöd-Szarvas-Csabacsúd-Kondoros-Nagyszentmiklós-Békéscsaba.

(Central Hungarian Lateral Strategic Road.) Excellent condition. Partly first-class macadam with hard surface, but for about 120 km it is of first-class reinforced concrete. Between Lakitelek and Kecskemét, concrete is 3.5 cm deep; depth for rest of road is 2.5 cm. Between Kondoros and Nagyszentmiklós the road is 8.5 m wide.

50X1-HUM

((Very important road. The Szarvas road supervising commission has been given two special road engineers. Lakitelek is the site of the newly reconstructed Tisza bridge.))

No. 416 Kunszentmárton-Szentes.

Entirely rebuilt in first-class macadam.

50X1-HUM

No. 417 Szarvas-Szentes.

Entirely rebuilt and in excellent condition.

50X1-HUM

((Many complaints about this road have been received by the Ministry from the Soviet Military Road Engineers. Despite rebuilding it has broken down in places, with holes as deep as 5-10 cm.

No. 418 Szarvas-Nagyszénás-Oroszló.

Entirely rebuilt, and in very good condition.

50X1-HUM

(([]))

No. 419 Szarvas-Hunyai bekötő-Mezőberény.

Secondary macadam. In constant repair because bed is inferior, so no surface lasts long; this process hastened by heavy traffic.

[]

No. 421 Szentos-Hodmezővásárhely.

Entirely rebuilt and in excellent condition.

((Reconstruction was complete by mid-June, but complaints from the Russians began arriving that the surface was already breaking down. Important road for the Russians because of their large military concentration in and around Hodmezővásárhely.))

No. 422 Kistelek-Baks-Mindszent-Hodmezővásárhely.

Secondary, repaired macadam in good condition.

((There is a ferry for light vehicles on the Tisza near Mindszent.))

No. --- A new strategic military road between Algyő and Felsőközpont, where a small military airfield is situated. Entirely closed to civilians. As it crosses No. 423, No. 423 is also closed to the public when military convoys go through.))

No. 423 Csongrád-Csanytelek-Baks-Sárványháza-Szeged.

Secondary macadam road, in constant repair.

[]

No. 423/a Gátér-Tömörkény-Pusztaszer-5-ös bekötő.

Converted from dirt to macadam road. Bed poor and constant repairs are required.

(([] There are military camps near Pusztaszer and Tömörkény.)) 50X1-HUM 50X1-HUM

No. 424 Nagykőrös-Kecskeméti bekötő.

Secondary macadam, which has to be repaired constantly.

((Serves only the soviet military camps near Kecskemét and the emergency airfield.)) 50X1-HUM

No. 425 Cegléd-Tótelek-Köröstetétlen-Jászkarajend-Vezseny.

Third-class macadam road, all broken up.

((Plans have been prepared for the reconstruction and repair of this road, but have not yet been approved by the Plans Office; There is a military camp near Jászkarajend.))

No. 426 Tiszaöldvár-Mezőtur.

Third-rate macadam road, constantly being repaired by the local road survey office.

[]

No. 427 Abony-Köröstetétlen.

Being rebuilt. By end of June will be a first-class macadam road.

[]

No. 428 Jászkarajend-Tiszaécske-Lakitelek.

Third-class macadam. Reconstruction, begun in 1951, was halted because of more urgent work elsewhere. Work started again in Sept. and was to be completed by June, but materials were not supplied and winter intervened. Work to be resumed in the spring. 50X1-HUM

[]

No. 429 Abony-Törtel-Nagykörös.

Third-class macadam road.

((Plans have been drafted for the rebuilding of this road.))

No. 430 Törökszentmiklos-Kengyel-Rakocifalva bekötés

Third-rate macadam.

((Although Russians have requested the repair of this road, no plans have been made to date.))

No. 431 Endrőd-Kondoros-Nagyszénás.

Reconstructed and widened from Endrőd to Kondoros; from Kondoros to Nagyszénás it is still a second- and third-rate macadam road. Although this second section is constantly being repaired, it is always developing large holes, bumps, and breaks.

((Plans for the second section have been in the Plans Office since Oct., but have not yet been turned over to the Ministry. The Russians are also pressing for the rebuilding of the second section, as they have military camps near Nagyszénás.))

No. 432 Hodmezővásárhely-Földes-Mako.

Entirely reconstructed. Concrete surfacing to be completed by April 4th.

No. 433 Orosháza-Totkomlos-Pitvaros-Csanádpalota.

Entirely reconstructed and in excellent condition.

((Most important for Soviet strategic line.))
Soviet road supervisors are on the road.))

No. 434 Csanádpalota bekötés-Magyarbányhegy-Risdombegyháza-

Dombegyháza.

Rebuilt, but not widened. Requires constant repairs.

((In heavy use by military vehicles and tanks directed toward Romania. Traffic so heavy, repairs usually do not last longer than two weeks after completion.))

No. 435 Szentes-Fábiánsebestyén-Orosháza-Kaszaper-Reformátuskovácskő-Battyana.

Bad, slow road, requiring constant repairs.

((Plans will be ready by March 1st rebuilding of the road and shortening.)) 50X1-HUM

No. 436 Békéscsaba-Gyula.

First-class reinforced concrete in excellent condition.

((This road under supervision of the Soviet Road Engineers.)) 50X1-HUM

No. 437 Csanádpalota-Kaszaper-Totkomlos-Rakosicsárda-Mako.

Widened to 8-10 meters. Reinforced concrete surface on very deep stone bed. Concrete is about 3 cms thick in several sections. Supervised constantly; needed repairs must be reported within 24 hours.

((Road very important for Russians, as it is part of the great Záhony-Debrecen-Mako-Szeged highway. It is supervised by Russian road experts, a Russian engineer has been attached to the Mako road supervision office.)) 50X1-HUM

No. 438 Turkeve-Koncsorbai bekötés-Mozóturi bekötés.

Third-class macadam, with about 10 km remaining a dirt road. Constant repairs required, but repairs are unsatisfactory as local road office can only fill holes with small stones.

50X1-HUM

No. 439 Törökszentmiklos-Mezőtúr.

Secondary macadam. Locally repaired.

No. 440 Berettyoszentmárton-Mezősas-Körösszegapáti.

Widened 1 to 1.5 mtrs on both sides. In 1952 was resurfaced with hard macadam and is suitable for heavy vehicles. It is a section of the main Debrecen-Gyula-Romania highway.

No. 441 Furta-Komádi-Zsadány-Mezőgyán.

Rebuilt and repaired. Third-rate macadam between Furta and Komádi. First-class macadam, about 9 m. wide in the section between Komádi and Zsadány. But the section between Zsadány and Mezőgyán is very inferior and full of holes.

(([] The repaired section is part of the Debrecen-Gyula road, but this is only about 10 km. long.))

No. 442 Ujiráz-Komádi-Körösszakál-Körösszegapáti-Biharkeresztés.

The Biharkeresztés-Körösszegapáti section is third-rate macadam. Second section has been widened to 8 m. and is mostly hard macadam, except for a 2-km length of concrete. The third section, Komádi-Ujiráz, was to be rebuilt in 1951, but because it is a secondary road it was left as a very bad third-rate macadam road.

No. 450 Csökcs-Ujiráz-Okány-Kisnyák-Sarkakeresztúr-Sarkad-Gyula.

From Csökcs to Ujiráz, the road has been reconstructed and is now a secondary macadam road. Second section, as far as Sarkadkeresztúr has to be repaired constantly; it is a secondary macadam road in bad repair. Third section, Sarkadkeresztúr-Gyula, is excellent first-rate macadam;

it was completed at the beginning of 1952 and needs only slight repairs.

((Needs repairs, but is a very good road, for part of the strategic Debrecen-Gyula highway.))

No. 451 Okányi-bekötő-Zsadány-Biharugra-Körösnagyharsány.

From the Okányi bekötő, where this road meets No. 413, to Zsadány, it is newly constructed reinforced concrete. From Zsadány to the frontier it is of secondary macadam.

No. 452 Orosháza-Csorvás-Békéscsaba.

Constantly being repaired, but cannot be improved as macadam surface lies on a very poorly constructed bed and keeps breaking down.

((The section leading to the airfield will be repaired during 1953. The plans made by the Ministry of Communications have been approved by the War Office and the Soviet Road Commission. Not specified, but the Békéscsaba airfield is probably meant above.))

No. 453 Orosháza-Gerendás-Ujkigyos-Szabadkigyos-Gyula.

First section from Orosháza to Ujkigyos is second-rate macadam, laid over old road without any bed (alapozás nélkül); consequently it keeps breaking down. Second section, Ujkigyos-Gyula, is secondary macadam on a 10 cm stone bed.

No. 454 Gyula-Kétegyháza-Medgyesgyáza-Mezőkovácsháza-Végegyháza-Mezőheryes-Csánádpalota.


Bad secondary macadam road, with some parts of dirt. Spring mud makes road almost impassable. Repairs constantly needed.

((Authority to draw up plans for reconstruction were requested of the Ministry of Comm. by the Plans Office on Nov. 15th. No reply. Best current.))


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No. 455 Hodmezővásárhely-Totkomlos.

First section is all under repair or is being rebuilt up to about 10 km east of Hodmezővásárhely (where military camps are in construction). The rest, up to Totkomlos, is third-rate macadam, because in 1951 only a macadam surface was laid and no fundamental repairs were carried out.

No. 456  Hodmezővásárhely-Nagymágocs.

Under construction as far as RR line about 6.5 km north of Nagymágocs. When complete, it will be a very inferior macadam road, since the Plans Office did not call for a complete rebuilding, but only for replacement of the surface.

(( Between Nagymágocs and the RR line there is a Soviet military camp.))

No. 457 Szeged-Mako-Kővegy-Csanádpalota.

First section is being widened to 8-10 meters, and will be completely rebuilt with a new deep stone bed. The left side of the road is ready to receive the concrete surfacing; this will be laid in the Spring. From Mako to Kővegy and Csanádpalota the rebuilding is scheduled to begin on April 7th.

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